

MEETING OF THE TRANSPORTATION AUTHORITY OF MARIN

THURSDAY, JANUARY 27TH, 2005

Commissioners Present: Barbara Heller, Alternate, San Rafael City Council
Susan Adams, Marin County Board of Supervisors
Hal Brown, Marin County Board of Supervisors
Charles McGlashan, Marin County Board of Supervisors
Cynthia Murray, Marin County Board of Supervisors
Amy Belser, Sausalito City Council
Peter Breen, San Anselmo Town Council
Melissa Gill, Corte Madera Town Council
Pat Eklund, Novato City Council
Alice Fredericks, Tiburon City Council
Joan Lundstrom, Larkspur City Council
Dick Swanson, Mill Valley City Council

Commissioner Absent: Steve Kinsey, Chair, Marin County Board of Supervisors
Al Boro, San Rafael City Council
Jerry Butler, Belvedere City Council
Tom Byrnes, Ross City Council
Lew Tremaine, Fairfax Town Council

Staff Members Present: Craig Tackabery, TAM Executive Director
Dean Powell, Principal Transportation Planner
Tho Do, Associate Engineer
Art Brook, Senior Transportation Engineer
Jack Baker, Senior Transportation Engineer
Jessica Woods, Recording Secretary

Acting Chair Barbara Heller called the Transportation Authority of Marin Meeting to order at 7:35 p.m.

1. Commissioner Matters not on the Agenda

There were none.

2. Approval of TAM Minutes of December 16, 2004

Acting Chair Heller asked for a motion.

Supervisor Adams moved and Supervisor Murray seconded, to approve the Minutes of December 16, 2004 as presented. The motion carried by a 9/0/2 vote with Commissioners Eklund and Lundstrom abstaining.

3. **Executive Director's Report**

a. **TAM Workshop scheduled for March 5, 2005, 9:00 a.m. to 1:00 p.m.**

Craig Tackabery, Executive Director, reminded TAM that a special workshop is scheduled from 9:00 a.m. to 1:00 p.m. on March 5, 2005 located in the Marin County Civic Center.

Executive Director Tackabery highlighted the following statement from a letter from the Chair in the annual CTC Report to the legislature: This year, we must report to you that the State Transportation Program stands at a crossroads. Our highways are growing ever more congested and our aging road and transit system infrastructure is deteriorating. While our needs for transportation infrastructure expansion and repair are expanding geometrically, we have been reducing our investment to meet these transportation needs dramatically. This failure to invest in transportation is jeopardizing the future of California's economy, reducing the mobility of both people and goods. It is reducing productivity, increasing user costs, increasing system operating and maintenance costs, and leading to the loss of jobs.

Executive Director Tackabery noted that the first sentence in the test of the report state *"California's transportation program is in crisis and on the verge of collapse."*

Executive Director Tackabery discussed the Organizational Needs Assessment and highlighted a few tasks of that work effort as follows:

- Subtask 2: Review current Marin County's Agencies' roles/functions.
- Subtask 3: Survey other transportation agencies.
- Subtask 4: Prepare white paper on organizational models for administrative staff to review.
- Subtask 5: Prepare draft TAM organizational structure, including an evaluation of merging TAM with MCTD, CWWA, and any other agency identified in Subtask 2 review.
- Subtask 7: Plan and facilitate workshop with Board, other stakeholders to finalize organizational purpose, structure, and functional responsibilities.
- Subtask 8: Prepare final report to the Board summarizing above subtasks, findings, recommendations, and timeline for any recommended consolidations.

Executive Director Tackabery included a few excerpts in the written staff report from MTC for TAM's consideration.

Executive Director Tackabery reported on the 18-month work program. He added that a RFQ was released and staff received 11 submittals. Staff is developing a team that included TAM staff, sister Transportation Authority staff, a Marin Manager, and a Public Works Director to review and interview consultants and then select a consulting team. He further added that discussion of work tasks would take place at the March 5th, 2005 workshop and finalized for tasks on the critical path for award at the March 24th, 2005 meeting.

Executive Director Tackabery discussed MCTD's process and noted that they are developing a short-range transit plan. They also released an RFQ and received 14 submittals. They assembled a panel of MCTD staff, sister Transit District staff, a City representative and a MTC staff member to interview and award in a similar timeline to TAM efforts.

Executive Director Tackabery reported on the Governor's budget funds and as currently proposed the STIP funds and TCRP funds programmed are at risk, which includes those programmed for next year for the Gap Closure Project. He added that tomorrow Marin County is hosting the monthly meeting of CDA Bay Area Directors to discuss some options and strategies with MTC staff. On February 4th, 2005 Senator Joe Dunn, Chair of Senate Budget Subcommittee on transportation is holding an informational hearing from 9:30 a.m. –1:00 p.m. at the Isaac Newton Auditorium in Santa Clara County. Also, there is a Group called, "*Save Prop 42 Coalition*" of transportation and business interest, including the Self Help Counties Coalition, who are meeting regularly, actively involved in efforts to insure that the sales tax on gasoline is used for transportation purposes as approved by the voters.

Executive Director Tackabery recommended that the request for an agenda item regarding the County's Webcast status be postponed until the March 5th workshop. Also, he suggested another request to review the new member orientation process be postponed until the March 5th workshop. He would poll other TA's to get copies of their orientation program.

Executive Director Tackabery requested that TAM add an urgency item to discuss the letter he received from the Department of Public Works in regard to the Regional Measure 2 Project Manager Position for the Greenbrae Corridor Project.

Supervisor Murray moved and Supervisors Adams seconded, to add an urgency item to the agenda as requested by staff. The motion carried unanimously by TAM. 11/0/0.

Executive Director Tackabery provided TAM with a letter from the Ross Valley School District for their consideration.

Commissioner Swanson suggested that interviews by the Organizational Needs Assessment consultant include those from the north and south side of the County in order to receive more diversity. Commissioner Eklund concurred. Commissioner Swanson and Commissioner Eklund desired an opportunity to provide their comments and suggestions to Carmen Clark before the workshop.

Executive Director Tackabery desired direction from TAM in regard to the interview process.

Supervisor Adams announced that she would be unable to attend the workshop and also desired an opportunity to provide input, especially as it relates to Countywide Planning Agency issues. She further stated that if possible she desired to provide input to Ms. Clark as well, so that her comments and suggestions are incorporated into the discussion at the workshop.

Supervisor Hal Brown joined the TAM meeting at 7:44 p.m.

Commissioner Fredericks recommended meeting as an Executive Committee in order to have a discussion with Ms. Clark before the March 5th workshop. Executive Director Tackabery responded that the next Executive Committee meeting would be on February 9th and Ms. Clark would only be available through a conference call.

Commissioner Swanson reiterated his desire to have a conversation with Ms. Clark before the workshop.

Supervisor Adams felt it is worth having the meeting more expanded because if there are several members of TAM interested in speaking with Ms. Clark, it must be noticed in order to avoid violations of the Brown Act.

The following desired an opportunity to speak to Ms. Clark before the March 5th workshop: Supervisor Adams; Commissioner Breen, Commissioner Eklund, and Commissioner Swanson. Executive Director Tackabery agreed to arrange a phone interview.

Supervisor Brown announced that there are members of the Ross Valley School District present who desired an opportunity to speak and he asked for TAM's approval to do so. TAM responded in the affirmative.

Lee Collin, President, Ross Valley School District, expressed concern for the Golden Gate Transit Bus System. He stated that the changes in the cost structure with Golden Gate Transit would increase the cost to the District and would be a severe impact. He desired to work with TAM to deal with that issue as they move forward. They are very much in favor of public transportation and supported Measure A and desire to continue to provide this service to students, which removes a tremendous amount of traffic from Sir Francis Drake Boulevard.

Cheryl Crawley, Superintendent, Ross Valley School District, pointed out that Golden Gate Transit would not provide service next year no matter what occurs. She stated that a new plan must be established for next year and they hoped to work with TAM in that regard.

Commissioner Gill noted that Larkspur School District is in the same situation.

Supervisor Brown pointed out that Mr. Collin and Ms. Crawley were huge supporters of Measure A.

Commissioner Eklund stated that Novato schools heavily supported Measure A and she desired to know which School Districts are being impacted. She also desired to know the reduction in service for next year. She believed that information along with ridership would be helpful. She also stated that they must know how much of a countywide problem this is and recommended agendaizing this matter in order to discuss this issue at the next meeting. Commissioner Gill announced that the County Superintendent is currently researching this matter.

Supervisor Murray stated that these are contracts between the School District and Golden Gate Transit. She also noted that the ride and roll program is being impacted as well, which would be reviewed during the strategic planning process and she did not want to prioritize certain items.

Commissioner Swanson believed strategic implications should be addressed, but the matter belongs in front of the Transit District and recommended that TAM forward this matter to the Transportation District in order to deal with the transit needs of the schools.

Commissioner Eklund stated that they are confronted with an immediate need to make sure that children get to school safely. She felt there is value for this body to have a discussion. Commissioner Swanson desired the discussion to happen simultaneously with the Transit District.

b. Urgency Agenda Item – Greenbrae Interchange Staffing

Executive Director Tackabery provided TAM with a letter from the Department of Public Works and a Memorandum of Understanding (MOU) in regard to Regional Measure 2 Project Manager Position for their consideration.

Commissioner Lundstrom stated that this is a long-range project and they cannot move on any item until this individual is hired. She further believed this is a good first step to move forward.

Supervisor Murray agreed to move forward, but they borrowed money from the County before, so she recommended receiving a loan from the County. Executive Director Tackabery responded that it is not a money issue; the issue is that TAM has no benefits or systems in place to hire an individual.

Acting Chair Heller asked for a motion.

Supervisor Murray moved and Commissioner Lundstrom seconded, to approve the Memorandum of Understanding and move forward with the Regional Measure 2 Project Manager Position. The motion carried unanimously by TAM. 12/0/0.

4. Commissioner Reports

a. Executive Committee

Acting Chair Heller reported that attached in the staff report are draft minutes for TAM's review, and if there are questions they could be considered at the next Executive Committee meeting.

b. Marin-Sonoma Narrows Policy Advisory Group

Supervisor Murray provided information about the evaluation criteria for how Caltrans would evaluate the different interchange alternatives for the Narrows. She announced that the next meeting is March 16th at 3:00 p.m. in Petaluma.

Don Wilhelm, Novato resident, pointed out that there are no alternatives about "*not building*" a specific interchange. He added that Caltrans included all the interchanges discussed over time, but nothing that would allow the public and staff to evaluate the elimination of certain interchanges. Also, when reviewing the measurements, he questioned potential growth inducement and felt there is more people in Marin County that would rank that much higher than 2%. He asked if there is an opportunity to review how this would be completed. He further asked if it would be an open process or a conclusion made by Caltrans staff.

Acting Chair Heller asked staff if the criteria would come back to TAM for further review. Executive Director Tackabery responded that this is for informational purposes only. He added that page 3 of the report outlined the process and explained that the matrix would be reviewed by Project Development Team, local partners, and Policy Advisory Group in a public forum, and then forwarded to NEPA/404 contacts for interagency concurrence.

Commissioner Eklund pointed out that changes were made to the percentages, which are not reflected in this report. She stated that the growth inducement was adjusted and asked staff for an updated plan. She felt it is important to provide a formal response at the meeting of the 16th recognizing the changes. Executive Director Tackabery responded that Caltrans would evaluate a range of percentages in order to have more information.

Karen Nygren, Marin resident, thanked staff for including a copy of the criteria. She pointed out that they are only talking about three interchanges, with only one being in Marin. She added that she has never seen criteria written in this fashion and felt it is a land use decision versus reviewing these small issues. She asked the TAM Board to review the criteria very carefully to understand whether or not these are the proper types of criteria.

David Schoenbrun, representing TRANSDEF, pointed out that Public Works projects serve many people, so the idea of installing interchanges on this road to serve a dairy farm or some scattered houses makes no sense. He desired other alternatives as ways of providing access. One of the alternatives he suggested from the beginning is simply to acquire parcels rather than building a road or interchange to serve it. He believed land use control over this area is needed and stated that the best way to enhance development is to

add an interchange. The process to date has been off base and public monies must be thought out carefully and used wisely.

Supervisor Murray stated this document is used with the environmental process, it is not standing alone. The intent is to eliminate alternatives identifying areas that are not feasible. They must provide some access to parcels, with the idea of understanding the impacts, and then being able to move forward with the least impacts and better project.

Commissioner Eklund stated that her understanding of the CEQA process is that it requires a “*no action*” alternative, so that must also be reviewed.

c. SMART

Commissioner Breen reported that the next SMART meeting would be held on February 19th in Petaluma. He announced that SMART added new member Supervisor McGlashan. He explained that SMART is moving forward due to the passage of Measure M in Sonoma County and funds would be available. He stated that the major discussion item was the right-of-way for rail. The SMART Board authorized staff to recruit for a property manager, rail planner and staff planner as well as an RFQ for a Washington representative. They met in a closed session in order to figure out how to manage assets. Also, they had to repair Novato Creek trestle due to flood damage. He added that the North Coast Railroad (NCRA) received permission to get the train back on track, hopefully before the end of this year. He also noted that NCRA repairs bring the railroad up to 10 miles an hour, which is not a major improvement. He further noted that SMART is moving forward in anticipation for the November 2006 election.

5. Consider Recommendation from Executive Committee Regarding Approval of Professional Services Agreement for Recruitment of Executive Director, Budget Amendment

Supervisor Murray summarized the progress and recommended that the Board approve the recommendation provided by staff as follows:

1. Direct the Executive Director to Prepare contract documents for this effort.
2. Authorize the Chair to execute an Agreement with CPS Executive Search to provide Recruitment Services, not to exceed \$29,000.
3. Amend the FY 2004/05 budget, reducing the election expenditure amount by \$29,000, and increasing the consulting pool expenditure amount by 29,000.

Commissioner Lundstrom believed CPS had great qualities along with local experiences.

Acting Chair Heller asked for a motion.

Commissioner Lundstrom moved and Supervisor Murray seconded, to accept the recommendation by the Executive Committee to use CPS. The motion carried unanimously by TAM. 12/0/0.

6. Overview of Marin Traffic Model

Executive Director Tackabery provided the TAM Board with an overview of the Marin Traffic Model for their consideration.

Chuck Purvis, MTC Principal Transportation Planner, explained to the Board how the traffic models are calibrated. He also noted that the Internet has made his job much easier to share data. He stated that most traffic models are used to provide decision-makers with possibilities and probabilities of future highway usage and non-motorized travel.

Supervisor Brown asked if there would be much reliance on the ABAG projections. Mr. Purvis responded that currently there are 255,000 residents in Marin County and that ABAG projects that would increase to 283,000 between 2005 and the year 2030. He further added that Marin County is the slowest growing County.

Supervisor Adams asked staff when looking at traffic modeling, do they review freeway congestion or local roads, especially arterials where development is proposed. Mr. Purvis responded that freeways and arterials are reviewed as well as local arterials and collectors. Supervisor Adams asked if the modeling would include projections for master plans that have been approved for development. Mr. Purvis responded that ABAG would update their forecast every two years, but he would hope that ABAG did their local surveys so that the projections are incorporated into the 2005 projection series. Supervisor Adams stated there are problems with the way ABAG is determining the number. She added that ABAG has not paid attention to new proposals and stated that it is important as they move forward with the Countywide Planning Agency in reviewing the overall development, housing transit, and water resources in Marin county to incorporate that planning, but also the Sanitary District and the Water District to know what the growth potential would be and how to manage that growth. Mr. Purvis responded that over the years the Congestion Management Agency is working with the citizens responding to their local policy surveys.

Commissioner Swanson asked staff if the traffic model would differentiate between buses and ferry service. Tho Do, Associate Civil Engineer, responded in the affirmative.

Commissioner Swanson desired the model to show total Golden Gate Transit ridership differentiated by ferry versus bus for the current year and year 2030. Also, what are the total traffic volumes from the five major gateways in Marin County for the current year and year 2030. Supervisor Brown concurred.

Supervisor Murray asked staff if they could have this information coordinated with the Strategic Plan. Associate Civil Engineer Do responded in the affirmative.

Supervisor Murray asked staff how they are capturing job generation of those passing through Marin County. Mr. Purvis responded that commuters are summarized.

Supervisor Murray discussed the assumptions and asked staff if expanded ferry service from the WTC is being considered. Art Brook, Senior Transportation Engineer, responded that the model includes some transit expansion in the future and staff would adjust accordingly.

Commissioner Swanson requested that the information he requested be split with and without rail because he desired a variable.

Supervisor Murray felt tourism should be captured as well. Mr. Purvis responded that there is a lot of work that Golden Gate National Recreation Area has been doing on these issues, such as surveys to understand the tourism. He added that tourism is one of the weak elements of the model. Supervisor Murray stated that they must understand that a lot of the traffic is not normally tracked.

Commissioner Fredericks stated that a 25-year plan depends on land use policy that can change so drastically. The Legislature has repeatedly passed statues that limit local land use authority in producing dense affordable housing and such future policies would change predictions. She further believed a 25-year plan is sketchy.

Karen Nygren, Marin resident, discussed delay time at the five different locations and requested to know the amount, but also how much delay time has increased to better understand what the traffic would do to those waiting. Also, this model is only taking care of the a.m. and p.m. weekdays and she hoped to extend this model to weekends. She added that Southern Marin desired to know the a.m. and p.m. peak hour weekend travel in order to understand the tourist traffic. She further felt they should understand the entire traffic scenario.

David Schoenbrun, representing TRANSDEF, stated that MTC recently published a draft Regional Transportation Plan including an alternative that his organization established. They did a land use alternative, namely all future growth in the Bay Area was to take place in already urbanized areas. They were able to dramatically increase transit ridership and even reduce congestion. A lot of this information exists on a regional scale, and he would be happy to extract the information if the Board is interested for their consideration.

Paul Albritton, Sausalito resident, stated that Golden Gate Transit reduced transit and the model begins with now and it might be useful to look backwards as part of the report.

Commissioner Eklund desired to know whether or not the model is looking at Saturday and Sunday traffic. Mr. Purvis responded that the modeled is averaged, which would include Saturday and Sunday traffic.

Commissioner Eklund requested that staff include the trip analysis for Saturday and Sunday. Mr. Purvis responded that there are unfortunate trends in the Bay Area and it is difficult to calibrate to more of a current basis. A lot of the data is year 2000 and the economy has changed, so they are starting from a lot lower transit levels.

Commissioner Belser discussed travel on weekends in Southern Marin and asked staff what months of the year the modeling is conducted and if it is throughout the year. Mr. Purvis responded that it has been conducted during spring and/or fall. With the 2000 survey, they did modeling throughout the entire year, so it is an average weekday throughout the year in order to review seasonality effects. They review the month of the year and by day of week to capture the weekend tourist travel and Bay Area travel. He added that GGNRA is an enormous factor.

Supervisor McGlashan requested that staff consider altering the scope of work to incorporate data for weekend travel, ultimately they would rely on this data to design a shuttle and in his view this is a foundation, so a seven-day travel week must be considered. Also, he agreed with Mr. Albritton that they must look back a few years as well because economic slow down must be considered.

Supervisor Brown excused himself from the TAM meeting at 8:52 p.m.

Commissioner Swanson requested that staff verify the recalibration; otherwise it becomes a simulation.

Executive Director Tackabery explained that the intent of this agenda item was to provide an overview of the model and it's update process to support the transit planning efforts to be undertaken by MCTD in the Short Range Transit Plan. He agreed to pass on the Board's questions to MCTD. Commissioner Belser stated that TAM is telling MCTD that some analysis of Saturday and Sunday traffic should be included, as well as some trend year going back to 2000. Executive Director Tackabery agreed to take the request forward.

Karen Nygren, Marin resident, agreed that the model must be recalibrated because Marin is the magnet of the Bay Area. She stated that when the economy slows down, Marin County becomes more of a tourist site. She further recommended adding the calibration in the model.

Commissioner Eklund desired staff to report back at the next meeting in regard to a response to their questions for informational purposes. Executive Director Tackabery responded in the affirmative.

7. Adopt Resolution to Approve TAM Advisory Committee Standing Rules and Application and Appointment Procedures

Dean Powell, Principal Transportation Planner, summarized the staff report and recommended that TAM adopt the Resolution to approve the TAM Advisory Committee Standing Rules and Application and Appointment Procedures.

Supervisor Adams discussed Rule #1 and asked staff if the appointments would have an alternate. Principal Transportation Planner Powell agreed to include provisions for alternates, if so desired by TAM.

Principal Transportation Planner Powell noted that in regard to Acting Chair Heller's question about defining prohibited political activities, staff would add additional language to provide examples.

Commissioner Lundstrom requested additional language to Rule #4 to read, "*shall adhere to the Political Reform of 1974 (conflict of interest regulations), California Government Code Section 81000 et seq.*" Principal Transportation Planner Powell recommended combining Rule #4 and #6 them into one conflict of interest statement.

Commissioner Lundstrom discussed the application and recommended adding a new line under the financial interest question, so if the answer was "yes," the individual could list his or her financial interest.

Commissioner Belser acknowledged the importance of press coverage on the application process itself. She also noted that the application process should describe qualifications that are suitable.

Commissioner Belser recommended deleting "Age" from the application. She also desired more information on the process for selection once the applications are received. Principal Transportation Planner Powell responded that the Board appoints the individuals as recommended by staff and nominating organizations identified in the expenditure plan.

Commissioner Eklund desired to know if the Board have an opportunity to interview individuals or would staff make the recommendations. Commissioner Eklund felt there is value in interviewing in order to get a better understanding.

Supervisor Murray suggested that staff provide all applications of those who qualify and then TAM can decide if and who they desired to interview. She felt discretion is needed in this case.

Commissioner Eklund desired more discussion on this matter.

Supervisor Murray recommended adopting procedures in order to make sure people perform their appointment duties. Principal Transportation Planner Powell noted that there is an overriding rule for the TAM Board that allows the Board to rescind any appointment as deemed necessary.

Supervisor Adams stated that there is need for staggered terms. Principal Transportation Planner Powell responded that staff could add new language based on the existing TAM administrative code language in regard to staggered terms.

Commissioner Lundstrom recommended directing staff to come back at the next meeting with the suggested modified language for their review and approval. Principal Transportation Planner Powell responded that it might cause a problem with the goal of having appointments completed by May. Ideally, staff desires to initiate notification at the beginning of February.

Commissioner Eklund suggested that staff include material on the selection process in their packets for the next meeting. She further desired a voice in the selection process.

Acting Chair Heller opened the item for public comment.

Karen Nygren, Marin resident, desired to know what the process would be in regard to the special districts and it would be helpful to have that information in order to know how to proceed.

Sue Beitel, Marin resident, asked that the Commission take into consideration two major groups, which are seniors and students that are transit dependent. She recommended having student representatives because they would be helpful in the special transit needs.

Acting Chair Heller closed the item to public comment.

Commissioner Eklund recommended that the application ask which classification a person is applying for. Principal Transportation Planner Powell agreed to define the classification in more detail.

Commissioner Breen urged the Board to continue this matter in order for staff to gather and regroup all the necessary information. Principal Transportation Planner Powell responded that they could put off the standing rule adoption until next month. Commissioner Breen recommended bringing it back in order to further review.

Acting Chair Heller asked for a motion.

Commissioner Lundstrom moved and Commissioner Eklund seconded, to direct staff to incorporate revisions as discussed and bring the matter back at the next meeting for further consideration. The motion carried unanimously by TAM. 11/0/0.

8. Proposed Transportation Planning Land Use Solutions (TPLUS) Work Program for FY 2004-2005 and 2005-06

Dean Powell, Principal Transportation Planner, summarized the staff report and recommended that the TAM Board review and approve the TPLUS Work Program for FY 2004-2005 and 2005-06; direct staff to submit the TPLUS FY 2004-05 and 2005-06 work program to MTC for inclusion in the existing funding agreement between MTC and TAM; and initiate contract negotiations with Community Design and Architect for an

amended TPLUS work scope and budget for those elements of the proposed TPLUS work program requiring outside consulting services.

Supervisor Adams asked staff to clarify who works with ABAG on local projection data. Principal Transportation Planner Powell responded that the proposed work program would not change existing roles and communications with ABAG, MTC, and local planning department staff concerning projections. The existing, approved work program includes these roles and communications. Supervisor Adams clarified if staff is working with the Marin Community Development Agency and the various build-out land use scenarios for the countywide plan update. Principal Transportation Planner Powell responded in the affirmative.

Supervisor Adams reiterated that she has concerns that better coordination and communication occur between ABAG and local jurisdictions on projections data in order to speak from the same frame of reference. Supervisor Adams stated that Water and Sanitary Districts must have a voice as well in the projections discussion.

Commissioner Breen stated that if policy makers were not part of the development of the local TOD toolkit, the toolkit would not be useful.

Supervisor McGlashan asked staff how often would they expect reports and is there a way to address the concerns discussed. Principal Transportation Planner Powell responded that TAM has engaged in regular discussions about the TPLUS Program and staff will be making greater outreach efforts with the local jurisdictions. Staff would report back on a regular basis this spring as far as development of the TOD Toolkit. Staff added that the Marin Managers Association would be contacted on how to best engage the cities. Staff further noted that the outreach plan would be reported back to the Board this spring and if desired, staff could prepare a schedule.

Acting Chair Heller opened the item for public comment.

David Schoenbrun, representing, TRANSDEF, stated that demand management is the most cost effective way to improve the traffic situation in Marin and suggested an enhancement to this work program. He recommended issuance of an “*eco transit pass*” and another program called, “*parking cash out.*” In the latter program they ask employers to pay their employees the value of the free parking if they do not drive by themselves. He stated that being able to devise a program would fit perfectly under updating parking standards. He believed it would be a way to get these low-cost tools to have strong effect on traffic generation. He further recommended instructing staff to use these two topics.

Acting Chair Heller closed the item to public comment.

Supervisor McGlashan asked staff if it possible to review Mr. Schoenbrun ideas. Principal Transportation Planner Powell responded in the affirmative.

Acting Chair Heller asked for a motion.

Supervisor Murray moved and Commissioner Belser seconded, to move the recommendation as submitted by staff. The motion carried unanimously by TAM. 11/0/0.

9. TEA 21 Reauthorization, Members Requests for Highway and Transit Projects

Craig Tackabery, Executive Director, summarized the staff report and recommended that the Board update the submittal from last year with the latest funding information, and request \$60 million for highway improvements and \$8 million for bicycle improvements for the Marin Sonoma Narrows; and submit similar information for the same funding amounts to the Senate when it is requested.

Acting Chair Heller asked for a motion.

Supervisor Murray moved and Commissioner Eklund seconded, to approve the recommendation as submitted by staff.

David Schoenbrun, representing, TRANSDEF, noted that by seeking public funds to widen the highway would be encouraging more vehicles to travel into Marin, making the freeways very congested and this project is the best way to lose all the benefits. Supervisor Murray disagreed and noted that there are many individuals that come from Sonoma and it is important to their sister County to move along in a unified fashion.

Karen Nygren, Marin resident, pointed out that the next congested area will be Richardson Bay Bridge after the Narrows and the Gap Closure projects are completed.

The motion carried unanimously by TAM. 11/0/0.

10. Suggestions for Future Agenda Items

11. Open Time for Items Not on the Agenda

There were none.

Acting Chair Heller adjourned the TAM meeting at 9:40 p.m.